

BOSTON PUBLIC LIBRARY



3 9999 08655 660 0

A

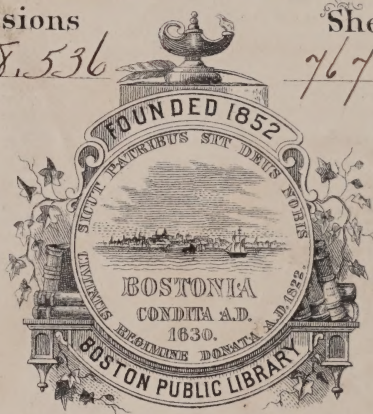
Harvard Business Branch

Accessions

428.536

Shelf No.

7678.29



Received

Mar. 22, 1889

ARGUMENT

OF

EDWARD ATKINSON,

(PRESIDENT *pro tem.*, BOSTON & NORTH-WESTERN
RAILROAD COMPANY),

UPON THE

NECESSITY OF CONNECTING THE
SOUTH BOSTON FLATS

WITH THE

RAILWAY SYSTEM OF NEW ENGLAND
AND THE WEST.

FEBRUARY, 1875.

BOSTON:

WRIGHT & POTTER, STATE PRINTERS,
79 MILK STREET (CORNER OF FEDERAL).

1875.

ARGUMENT
OF
EDWARD ATKINSON,
(PRESIDENT *pro tem.*, BOSTON & NORTH-WESTERN
RAILROAD COMPANY),
UPON THE
NECESSITY OF CONNECTING THE
SOUTH BOSTON FLATS
WITH THE
RAILWAY SYSTEM OF NEW ENGLAND
AND THE WEST.

FEBRUARY, 1875.

BOSTON:
WRIGHT & POTTER, STATE PRINTERS,
79 MILK STREET (CORNER OF FEDERAL).

1875.



B.H.

428.536

Mar. 22, 1889

ARGUMENT.

GENTLEMEN OF THE COMMITTEE:—

Your attention is asked to the following reasons for the speedy construction of the line of railroad proposed by the Boston & North-Western Railroad Company:—

This road will extend from the South Boston Flats, upon the main ship-channel of Boston Harbor, into the town of Weston, a distance of fifteen miles. Within this distance it intersects and can be easily connected, by short spurs, with the following railroads: the Old Colony, the Blackstone division of the New York & New England, the Boston & Providence, the Woonsocket division of the New York & New England, the Boston & Albany, the Fitchburg and the Boston, Clinton & Fitchburg, and lastly, by an extension of about three miles, in Weston, with the Massachusetts Central Railroad at the easterly point to which that road has been partly graded.

From many of these companies, it already has the assurance of a large traffic; and as it passes through the most beautiful portion of the suburbs of Boston, it cannot fail to have a large way business of its own.

The passenger traffic of the Boston & Albany Railroad, from and to stations between Boston and Natick, inclusive, amounts to over 1,700,000 persons per annum.

It has been estimated that the line can be constructed, and the connections established, with double track, and a road-bed secured for four tracks, within the sum of \$3,000,000; but these estimates are yet to be verified, and the cost may be much less. There will be no ascending grade, going west, over forty feet to the mile, and none coming east over twenty-six feet,—one-half the way being level. Seventy per cent. will be straight, and in the remainder there will be

no curve sharper than three degrees. There need be no grade-crossings either of railways or highways.

As there is a general demand for a new line westward, and as it is important that such new line, when constructed, shall have the widest connections, it is fit first to consider the one which offers the greatest promise. Upon this ground, although many may be surprised at the choice, let us first consider the proposed connection with the Massachusetts Central Railroad, and show the importance of the completion of this road in its connection with the Boston & North-Western Railroad.

Very little general attention appears to have been given to the condition and prospective traffic of the Massachusetts Central Railroad, and it may chance that it ought to be fully considered, in view of the heavy expenditure required to fit the Vermont & Massachusetts Railroad and the Troy & Greenfield Railroad, for the tunnel traffic.

The Massachusetts Central Railroad has been two-thirds or more completed, from a point in the town of Weston, to Northampton, a distance of ninety-two miles, and it could be completed, and the rails laid, in eight months, for about \$1,500,000. It has no floating debt which it has not the means to pay, and no bonds issued upon which any claim can be made whereby it can be harmed; and it needs only a portion of the avails of the stock and bonds that may yet be issued, under its charter, to finish and equip it. The sum of \$2,790,000 has already been expended upon it.

It will serve the uses of as large, as rich and as populous a territory as either the Boston & Albany Railroad on the south, or the Fitchburg Railroad on the north; that is to say, it will be about as short and a more convenient route to Boston or the West, for as large a population, either upon or near its line, as either of the above-named lines within the same distance from Boston; and by its connections it opens a far wider territory than either of them, because it will serve as a trunk line for the traffic of the North, the West or the South-west.

The ascending grade nowhere exceeds sixty feet to the mile, going west, or fifty-three feet to the mile, coming east.

The towns through which it passes from Weston, inclusive, may be found in the Engineer's Report appended hereto.

In addition to the traffic of these towns, it may secure a large traffic over its connecting lines, within the State, from the factories on the Ware, Chicopee and Connecticut rivers, as will hereafter appear.

The importance of this road must be determined by these connections, especially in view of the fact that by way of the Boston & North-Western Railroad, all its traffic may be carried to the state lands at South Boston, and its passengers delivered at the foot of Summer Street. This may be accomplished without the waste of a single dollar yet expended, as no substantial work has yet been done east of the point in Weston where the two roads will connect.

The first important connection will be at Berlin, with the Boston, Clinton & Fitchburg Railroad, whereby a line will be established from South Boston to Fitchburg, about equal in length to that of the Fitchburg Railroad, from the North End of Boston.

The second connection will be with the Worcester & Nashua Railroad, at West Boylston, which will establish a new route to Worcester, but very little longer than the Boston & Albany route.

The third, and a most important connection, will be with the Boston, Barre & Gardner Railroad, at Holden, which again connects with the Monadnock Railroad and the Cheshire Railroad, at Winchendon, thus opening a very direct route from the state lands, at South Boston, to Montreal, and opening a connection with the whole Vermont railway system, and with the Ogdensburg route to the West.

The fourth connection will be with the Ware River Railroad, at Barre.

The fifth will be with the Springfield, Athol & North-Eastern Railroad, at Enfield, by which road a connection would be made with Springfield, and a way opened for the heavy traffic of Chicopee and Indian Orchard, to Boston.

The connections thus far named are with railways now in operation.

The sixth connection will be with a proposed branch from Belchertown to Holyoke, through Granby and South Hadley,

twelve miles long, which branch the towns on the way stand ready to construct, as soon as the completion of the Massachusetts Central is assured, thus opening a new and direct route for the very large business of Holyoke, to South Boston.

The seventh connection will be with the New London & Northern Railroad, at Amherst.

The eighth will be with a proposed branch from Northampton or Amherst to Shelburne Falls, on the Troy & Greenfield Railroad, about thirteen to eighteen miles long, by which the most direct line, upon the easiest grade, to the *Hoosac Tunnel* will be established. It will be observed that this route will give Worcester its most direct connection with the tunnel.

At Holyoke a connection will be established with Poughkeepsie, by way of roads already in operation; to wit, the Holyoke branch of the New Haven & Northampton Railroad to Westfield, ten miles, thence over the main line of the New Haven & Northampton Railroad to Simsbury, nineteen miles, thence over the Connecticut Western Railroad to the state line, fifty and one-half miles, thence over the Poughkeepsie & Eastern, forty-four miles, to Poughkeepsie; this would be as suitable a line from Boston to Poughkeepsie as can be opened over any route, and it would lie in Massachusetts as to its largest portion. The Boston & Albany route is shorter, but, considering grades, the Massachusetts Central may be as good a line.

Even before the construction of the proposed branch of the Massachusetts Central Railroad to Holyoke, a way will be open to Poughkeepsie over the Athol, Enfield & North-Eastern Railroad, through Springfield, and also by way of Northampton.

It is estimated that the total cost of the line from South Boston to the Troy & Greenfield Railroad; to wit, the cost of the Boston & North-Western Railroad, and the sum expended, and yet to be expended, on the Massachusetts Central, including the branch from Amherst or Northampton to the Troy & Greenfield Railroad, may be kept far within the sum that will be represented by the cost of the Fitchburg and Vermont & Massachusetts railroads to the same point,

when they are completed with double tracks, and this line can be completed in about the same time which will be required to put the Fitchburg and Vermont & Massachusetts line in order. Full evidence can be given on this point if desired.

Inasmuch as the route would constitute a shorter line of easier grade and better curves, at less cost, and as it would immediately connect the State's property in the tunnel and in the Troy & Greenfield Railroad with the 700 or 800 acres of unequalled terminal grounds belonging to the State at South Boston, it would seem most fit that it should be considered as an essential part of the Hoosac Tunnel question.

If the cost of the tunnel can be recovered from the sale of such portion of the State's land at South Boston as are not needed for railway purposes, the argument in favor of the project is unanswerable.

It thus appears that the Boston & North-Western Railroad, and the Massachusetts Central railroads combined, open a short and excellent route from Boston to Montreal, to the Hoosac Tunnel line, and to the proposed Poughkeepsie bridge.

It remains to be seen whether the opportunity to reach New England from Pennsylvania, and to supply Massachusetts with coal, may not be availed of by some of the most powerful railway combinations. The Delaware & Hudson Canal Company can easily make connections with the Tunnel line, and the Delaware, Lackawanna & Western or the Pennsylvania Railroad Company, more easily with the Poughkeepsie connections. But of what avail will any or all these routes be to Boston, unless the terminal grounds are prepared upon the most ample scale, and where else can this be done so well as upon the South Boston Flats belonging to the Commonwealth?

If these facts are true, it may be asked, Why should not the two roads—Boston & North-Western Railroad and the Massachusetts Central Railroad—be consolidated, and thus constitute an independent through line? The answer is obvious: the line of the Boston & North-Western Railroad will be the very throat of New England, and it will connect all roads with the most ample, fit and convenient terminal grounds

upon deep water that can be found in the United States. This cannot be gainsaid, if the position of these grounds be considered in relation to the business centre of Boston, and in view of the fact that there is nowhere else to be found a place where the traffic of the city proper, the country distribution, and the foreign traffic, can each and all be carried on with equal facility, and under the very best conditions for economy.

The Boston & North-Western Railroad ought to be, and must be, a road dedicated to the use of each, any and all other railways that choose to connect with it upon *equal terms*, and it should be under the control of a corporation entirely independent of every other.

There need be no fear as to its use, if the state land is laid out upon a comprehensive plan and dedicated to railway service; the traffic will come, because it cannot be kept away.

Having considered it in reference to a new through line to the North, the West and the South-west, it now remains for us to give attention to its relation to existing lines, or to those of which the construction is assured.

First. In regard to the Fitchburg Railroad. If this connection is established, and a large portion of the merchandise which comes over this road should be directed by the consignors to be delivered at South Boston, the snarl of grade and bridge crossings, and the complication in regard to terminal grounds on the north side of Boston, which has not yet been solved, would entirely disappear. New arrangements, by which these existing difficulties would be avoided, would at once become for the joint interest of the Fitchburg, Lowell, and Eastern railroads.

That such directions would be given by consignors of merchandise, could not fail to happen, because the advantages of South Boston, as the point of storage, delivery and distribution, would assure the choice of the line that enjoyed them, by the consignors themselves.

We next come to the Boston, Clinton & Fitchburg Railroad, a corporation that has no terminus of its own in Boston, and which, therefore, works at a great disadvantage. This road will have two ways provided by which it can reach the Boston & North-Western Railroad,—one over the Massa-

achusetts Central Railroad, from the junction at Berlin, the other over the proposed extension of the Hopkinton Railroad, from the junction at Farm Pond, Framingham. When it reaches our road, its traffic would, according to our plans, be carried upon equal terms; and upon the ample area at South Boston, it would have its own freight station assigned to it, at the low rental which the very low cost of preparing the flats for use will make possible.

Next we come to the proposed extension of the Hopkinton Railroad. This road, if completed to our terminus in Weston, will give the towns of Milford, Hopkinton and Ashland, with such others as may hereafter connect, the option of sending their freight over our branch to the Fitchburg Railroad, and so to the North End, or by way of our main track to South Boston. It would, however, be probable that the larger part of this traffic would go to South Boston, near to the centre of the shoe-and-leather trade, in which these towns are especially interested.

We will next consider the Woonsocket division of the New York & New England Railroad, and here, once more, we have an important road, worked at a great disadvantage, because it ends at Brookline, and is forced to send all its traffic over the Brookline branch of the Boston & Albany Railroad into the crowded, insufficient and unfit station and freight-houses of that corporation. The construction of our line will unite this branch with its main line, and carry the Woonsocket traffic to South Boston, and the passengers to the foot of Summer Street.

This corporation would then have little use for the section between Newton Upper Falls and Brookline; and if this section should be sold to the Boston & Albany Railroad, it would give that corporation, in connection with a spur of our road, from Newton Upper Falls to Wellesley, a new line from Boston to South Framingham, shorter than its main track, but not, however, upon so easy a grade. It could not fail to be of great value to the Boston & Albany Railroad, in view of the present enormous passenger business, from stations inside of South Framingham, and especially in view of the great increase in this short passenger traffic, whenever the Boston & Albany Railroad shall relieve its tracks east of

Wellesley of a large portion of its freight, by sending it over our line to its land at South Boston, now being improved.

We next consider the Boston & Albany Railroad. It will be obvious, upon the most cursory examination, and it is admitted by the managers of the company that it must soon send all its freight that is now discharged at its Boston station, to its land at South Boston, both to get more room for its increasing business, and also to divest its present Boston terminus of all but passenger traffic. That our road will offer the cheapest, most direct and best method for this transfer, is now admitted, and we have every reason to believe that we shall have the most hearty good-will of this great corporation.

While upon this branch of our subject, it is best to point out, that by means of the connections made at and near Newton Upper Falls and in Weston, cattle, sheep and swine brought from the North, the West or the South-west, over either the Ogdensburg and Massachusetts Central line, over the Tunnel and Massachusetts Central line, over the Poughkeepsie and Massachusetts Central line, or over the Boston & Albany line, can be transferred by our branch to the Fitchburg Railroad proper, and thus carried directly to the packing-houses in Somerville.

We next come to the Providence Railroad and the Old Colony Railroad, either of which can transfer their freight to South Boston by our line, if they so elect. As we have indicated the possible solution of the question of grade-crossings upon the north side of the city, may it not be proper to consider the grade-crossings upon the south side?

If the freight of the Providence Railroad, the Boston & Albany Railroad, and the Old Colony Railroad, should be transferred to South Boston, the terminal grounds now occupied by the two latter upon the South Cove would be ample for the passenger traffic of the three; and if the Boston & Albany track is relieved of the freight trains, it would be ample for the passenger trains of the Albany and of the Providence,—especially if the much-needed station were established at the point where they now cross.

Gentlemen of the Committee,—It may now depend upon the conclusions you reach in regard to the disposition of the

almost valueless flats owned by the State, whether these visions shall become assured facts or not. If you treat this question in a small and captious way, scanning jealously the opportunity which your decision may give to individuals or corporations to share in the benefit,—if you act upon what seems to be the prevailing error, that what a corporation makes, the people lose, as if there were no mutual service in the matter,—if you are not equal to the opportunity,—it will be lost. But this course you will not take. I fear not in the least the result of your investigation. You may not approve the methods which I shall advocate, but it will be for the reason that you will have found better and surer ones.

In a very short time the country which is now open will be closed, except at such enormous expense as to make the attempt to construct our line unfit to be undertaken.

We have our own views as to the method which ought to be adopted in the matter, and, if they are called for at a later day, we will submit them. In the meantime, we offer you all the assistance you may desire, in the use of our plans, maps and estimates, and we will expend a portion of the moderate sum at our disposal from our first assessment in perfecting any surveys you may wish to have made that are not within your easy reach by other methods.

Permit me now to point out to you that the section of flats belonging to the State, colored in red, comprises 366 acres. Of this, at least one hundred acres, lying south of the extension of Congress Street, may not be required for railway service, and may be sold. It is the portion that will cost the least for filling, and may be estimated to cost not over fifty cents per foot, or, as a parcel of 4,500,000 feet, \$2,250,000.

If this land is worth three-fourths as much as land that has been filled upon the South Cove and upon the Back Bay, it may be fairly estimated at \$3.50 per square foot. Deducting 1,000,000 feet for streets and open spaces, 3,500,000 feet, at \$3.50 per foot, would amount to the sum of \$12,250,000. This sum would be ample for the construction of the Boston & North-Western Railroad, the filling of the whole section of 366 acres, colored in red upon the committee's plan, and the equipment of the land with the necessary warehouses and elevators.

This estimate may appear extravagant; but let it be considered that the salable portion referred to averages only one mile from the new post-office,—the north-west corner being 2,500 feet, and the north-east corner 9,000 feet distant therefrom on Congress Street extended. Land equally distant, mostly filled land, on the South Cove, on Kneeland, Federal and Albany streets, and Harrison Avenue, on Shawmut Avenue and on the Back Bay, is now assessed at over \$5 per foot. Will not this hundred acres, fronted by the heavy commerce of the seas and backed by all the railways of New England, be worth as much?

After this section of 366 acres is occupied, there would still remain at least four hundred acres of flats belonging to the Commonwealth to be used in the future when needed.

The question now is, whether there is wisdom in the legislature equal to the planning of such an enterprise, and breadth of comprehension sufficient to make the plan so simple and sure as to induce the coöperation of capital. Of this I cannot doubt. Then will come the question whether the people of the city of Boston, who are said to have invested, during the last few years, more than one hundred million dollars in distant and unprofitable railway and mining enterprises, can now furnish the small fraction of that sum that would be required to assure the execution of the plan. Then will come the test, whether or not the doubts which your predecessors in the investigation of the matter have implied, as to the ability of the merchants of Boston to help themselves, shall continue to be deserved or not.

I cannot doubt that the wisdom to plan and the means to execute will be found if your committee make the way plain. If such shall be the end, I shall feel that it will have been the great service of my life to have been able to combine the suggestions of many far abler men, who have preceded me in the matter, in one general scheme, and to have called such attention to it as to have assured its accomplishment.

As the representative of the Directors of the Boston & North-Western Railroad Company, to whom this memorandum has been submitted, I beg leave to present it, and ask for it your careful consideration.

EDWARD ATKINSON,

(President pro tem., Boston & North-Western R. R. Co.)

Boston, February 16, 1874.

EDWARD ATKINSON, Esq., *President Boston & North-Western Railroad Company:*

DEAR SIR,—In accordance with your request, I send you the following estimates of costs, and tables of distances, population and valuation of towns and cities which will be benefited by the construction of the Boston & North-Western Railroad and its connections. In fact, every town in the State, west of lines drawn from Nashua, N. H., to the south-west corner of Newton, Mass., thence to the south-east corner of Blackstone, will be directly accessible from the South Boston Flats, by the construction of the Boston & North-Western Railroad and its connections.

ESTIMATES OF COST.

Boston & North-Western and Massachusetts Central railroads from South Boston Flats to the Troy & Greenfield Railroad:

Massachusetts Central Railroad.

Expended on 91 miles, from Weston to Northampton, .	\$2,790,000
Estimated cost of finishing with single track,	1,500,000
“ “ extension to Troy & Greenfield R. R.,	500,000
“ “ double track, additional,	1,500,000
	\$6,290,000
Estimated cost of Boston & North-Western, double tracked,	3,000,000
Total,	\$9,290,000

NOTE.—The Massachusetts Central Railroad Company has available for the completion of its road, more than \$1,000,000 of stock and \$1,700,000 of first mortgage bonds at 7 per cent. Its indebtedness is for \$1,000,000 of 7 per cent. bonds, and a floating debt of less than \$30,000, and it has funds to meet it of over \$100,000.

Cost of the Fitchburg line, from the North End to Bardwell's Ferry, finished with double track according to plans of the Boston, Hoosac Tunnel & Western Railroad corporators:

Present cost from Boston to Bardwell's Ferry, . . . \$7,675,000
 Estimated cost of double track and straightening, from
 Fitchburg to Bardwell's Ferry, 3,500,000

\$11,175,000

Cost of Boston & North-Western and Massachusetts

Central railroads, 9,290,000

Balance in favor of Boston & North-Western and

Massachusetts Central, \$1,885,000

NOTE.—It is assumed in this estimate, that the line from Grout's to Bardwell's Ferry cost the same as to Brattleboro', which portion of the Vermont & Massachusetts road is left out.

TABLE OF DISTANCES

Over the Boston & North-Western and Massachusetts Central Railroads to the West

RAILROADS.	Miles.	Total.
Foot of Summer Street to Boston & Providence R. R., .	5.3	—
B. & P. R. R. to Woonsocket Div. of N. Y. & N. E. R. R., .	5.5	10.8
Woonsocket Division to Fitchburg Junction, .	3.2	14.0
Fitchburg Junction to Hopkinton and Mass. Cent. Junc., .	.5	14.5
Mass. Central Junction to present terminus of Mass. Central, Weston Centre, .	3.1	17.6
Weston Centre to Framingham & Lowell R. R., .	5.0	22.6
Framingham & Lowell to Hudson, .	7.84	30.44
Hudson to B. C. & F. R. R. at West Berlin, .	5.11	35.55
B. C. & F. R. R. to Worcester & Nashua at Oakdale, .	8.34	43.89
Oakdale to Boston, Barre & Gardner at Holden, .	6.41	50.30
Boston, Barre & Gardner R. R. to Ware River R. R., .	19.57	69.87
Ware River to Springfield, Athol & North-Eastern, .	14.66	84.53
S. A. & N. E. to Belchertown Junction, .	6.85	91.38
Belchertown Junction to New London & Northern, .	9.42	100.80
New London & Northern to Northampton, .	7.53	108.33

SUMMARY OF DISTANCES FROM BOSTON.

RAILROADS.	Miles.
<i>To Fitchburg—</i>	
South Boston to Fitchburg via B. C. & F. R. R. and connections, .	52.3
North End via Fitchburg R. R., .	50.0
<i>To Worcester—</i>	
South Boston to Worcester via Wor. & Nashua and connections, .	49.0
South Boston to Worcester via Boston & Albany, .	45.0

Summary of Distances from Boston—Concluded.

RAILROADS.	Miles.
<i>To Winchendon—</i>	
South Boston to Winchendon via Boston, Barre & Gardner and connections,	75.3
Fitchburg and connections from North End,	69.0
South Boston to Winchendon via B. C. & F. and connections, . .	71.3
<i>To Bardwell's Ferry—</i>	
South Boston to Bardwell's Ferry via B. & N. W. & Mass. Cent.,	113.5
North End to Bardwell's Ferry via Fitchburg R. R. and connec.,	114.0
<i>To Poughkeepsie—</i>	
South Boston to Holyoke via B. & N. W. and connections, . . .	103.4
Holyoke to Simsbury via New Haven & Northern,	29.0
Simsbury to State Line on Connecticut Western,	50.5
State Line to Poughkeepsie via Poughkeepsie & Eastern, . . .	44.0
Total,	226.9
New York & New England R. R. to Poughkeepsie,	226.5

These are all the objective points it is necessary to reach in order to command the trade of the North-west or South-west, as from them direct independent lines already in operation can be used to connect with all the great lines of the country.

The following tables of valuation and population, from Boston to the Connecticut Valley, and beyond, over the four western lines through Massachusetts; viz., the Fitchburg, the Massachusetts Central, the Boston & Albany, and the Woonsocket division of the New York & New England railroads, will show definitely that part of the State which will have direct access to the South Boston Flats by the construction of the Boston & North-Western Railroad, and its connections with the roads named:—

TOWNS ON LINE OF FITCHBURG RAILROAD, FROM WESTON TO GREENFIELD.

NAME OF TOWN.	Valuation.	Population.
Weston,	\$1,384,666	1,262
Lincoln,	803,824	791
Concord,	2,724,925	2,413
Acton,	1,254,284	1,593
Boxborough,	244,591	338
Littleton,	714,085	983
Ayer,	1,063,907	3,584
Shirley,	939,977	1,449
Lunenburg,	777,509	1,121
Leominster,	3,720,965	3,894
Fitchburg,	12,581,318	11,260
Westminster,	872,745	1,770
Ashburnham,	1,113,518	2,172
Gardner,	2,024,873	3,333
Templeton,	1,155,961	2,802
Winchendon,	2,223,195	3,398
Royalston,	719,050	1,354
Athol,	2,623,310	3,518
Orange,	1,411,340	2,091
Erving,	319,725	579
Wendell,	194,298	539
Montague,	2,103,900	2,224
Greenfield,	2,783,653	3,597
	\$43,755,619	56,065

TOWNS TRIBUTARY TO THE FITCHBURG RAILROAD, FROM WESTON TO GREENFIELD.

Clinton,	\$4,219,088	5,430
Westford,	975,505	1,795
Groton,	1,981,310	3,584
Pepperell,	1,339,605	1,842
Townsend,	821,625	1,962
Ashby,	496,262	994
Warwick,	275,830	796
Northfield,	715,203	1,720
Sudbury,	999,080	2,091
Maynard,	1,276,383	*
Stow,	721,048	1,813
Hudson,	1,735,793	3,389
Harvard,	899,579	1,342
Bolton,	506,913	1,015
Lancaster,	2,178,138	1,845
	\$19,141,362	29,618

* Included in Sudbury and Stow.

TOWNS ON LINE OF MASSACHUSETTS CENTRAL RAILROAD, FROM
WESTON TO NORTHAMPTON.

NAME OF TOWN.	Valuation.	Population.
Weston,	\$1,384,666	1,262
Wayland,	1,037,090	1,241
Sudbury,	999,080	2,091
Hudson,	1,735,793	3,389
Stow,	721,048	1,813
Berlin,	453,824	1,016
Boylston,	553,590	800
West Boylston,	1,086,170	2,862
Holden,	999,410	2,063
Rutland,	508,779	1,025
Oakham,	360,507	860
Barre,	1,830,449	2,575
Hardwick,	1,030,722	2,219
New Braintree,	479,760	640
Greenwich,	304,176	665
Enfield,	662,730	1,023
Belchertown,	1,025,201	2,428
Amherst,	2,567,124	4,044
Hadley,	1,428,728	2,306
Northampton,	8,065,306	10,160
	\$27,234,153	44,482

TOWNS TRIBUTARY TO MASSACHUSETTS CENTRAL RAILROAD, FROM
WESTON TO NORTHAMPTON.

Bolton,	\$506,913	1,015
Clinton,	4,219,088	5,430
Framingham,	4,257,590	4,969
Marlborough,	3,264,447	8,475
Shrewsbury,	1,146,030	1,610
Worcester,	49,164,044	41,115
Lancaster,	2,178,138	1,845
Sterling,	1,093,477	1,670
Leominster,	3,720,965	3,894
Fitchburg,	12,581,318	11,260
Princeton,	892,815	1,279
Hubbardston,	898,295	1,654
Gardner,	2,024,873	3,333
Petersham,	669,133	1,335
Dana,	309,631	758
Prescott,	203,157	541
New Salem,	324,750	986
Ware,	1,674,310	4,259
Ludlow,	529,358	1,138

Towns tributary to Massachusetts Central Railroad—Concluded.

NAME OF TOWN.	Valuation.	Population.
Granby,	\$499,810	863
South Hadley,	1,715,621	2,840
Chicopee,	5,141,046	9,607
Holyoke,	9,244,232	10,767
Pelham,	183,097	673
Shutesbury,	187,470	614
Leverett,	315,325	877
Springfield,	38,336,778	26,709
Sunderland,	447,220	832
	\$145,728,931	150,348

TOWNS ON LINE OF BOSTON & ALBANY RAILROAD, FROM NEEDHAM
TO SPRINGFIELD.

Needham,	\$4,415,706	3,607
Natick,	3,471,885	6,404
Framingham,	4,257,590	4,969
Ashland,	1,432,269	2,186
Southborough,	1,378,847	2,136
Westborough,	2,365,377	3,601
Grafton,	1,840,531	4,595
Worcester,	49,164,044	41,115
Auburn,	561,299	1,180
Leicester,	2,022,222	2,768
Charlton,	965,110	1,878
Spencer,	2,623,943	3,953
Brookfield,	1,315,745	2,527
West Brookfield,	830,801	1,842
Warren,	1,562,145	2,625
Palmer,	1,771,279	3,631
Wilbraham,	934,138	2,331
Springfield,	38,336,778	26,709
	\$119,249,709	118,057

TOWNS TRIBUTARY TO THE BOSTON & ALBANY RAILROAD, FROM
NEEDHAM TO SPRINGFIELD.

NAME OF TOWN.	Valuation.	Population.
Marlborough,	\$3,264,447	8,475
Northborough,	1,296,492	1,504
Shrewsbury,	1,146,030	1,610
Sherborn,	892,517	1,062
Holliston,	1,880,471	3,074
Milford,	5,089,032	9,890
Hopkinton,	2,159,459	4,421
Upton,	860,243	1,989
Millbury,	2,633,188	4,400
Oxford,	1,482,330	2,669
Sturbridge,	1,070,872	2,101
Holden,	999,410	2,063
Paxton,	331,819	646
North Brookfield,	1,861,305	3,343
Ware,	1,674,310	4,259
Chicopee,	5,141,046	9,607
Brimfield,	624,840	1,289
Monson,	1,327,926	3,204
Longmeadow,	1,025,055	1,342
Wales,	436,877	831
	\$35,197,669	67,779

TOWNS ON LINE OF AND TRIBUTARY TO THE FITCHBURG RAILROAD,
WEST OF THE CONNECTICUT RIVER.

Gill,	\$387,935	653
Bernardston,	312,419	963
Leyden,	171,296	519
Colrain,	496,390	1,742
Shelburne,	646,166	1,582
Deerfield,	1,023,486	3,625
Buckland,	501,185	1,946
Charlemont,	280,850	1,005
Heath,	160,850	613
Rowe,	145,825	581
Monroe,	39,979	201
Florida,	143,920	1,322
Clarksburg,	209,012	686
Adams,	4,353,525	12,092
Williamstown,	1,473,595	3,584
	\$10,346,433	31,114

TOWNS ON LINE OF AND TRIBUTARY TO THE MASSACHUSETTS CENTRAL
RAILROAD, WEST OF THE CONNECTICUT RIVER.

NAME OF TOWN.	Valuation.	Population.
Westfield,	\$5,272,239	6,519
Southampton,	416,399	1,159
Easthampton,	1,559,717	3,620
Westhampton,	274,473	588
Hatfield,	708,558	1,594
Chesterfield,	242,796	811
Worthington,	267,103	860
Williamsburg,	968,425	2,160
Whately,	531,630	1,070
Deerfield,	1,023,486	3,625
Ashfield,	377,801	1,180
Hawley,	124,512	672
Goshen,	108,718	373
Cummingtown,	294,202	1,037
Plainfield,	161,900	522
Windsor,	189,559	685
Savoy,	197,229	861
Adams,	4,353,525	12,092
On line of Troy & Greenfield, west of Bard-	\$17,072,272	39,428
well's Ferry, not named,	4,969,422	15,397
	\$22,041,694	54,825

TOWNS ON LINE OF AND TRIBUTARY TO THE WOONSOCKET DIVISION
OF THE NEW YORK & NEW ENGLAND RAILROAD.

Dover,	\$346,034	645
Medfield,	628,625	1,142
Medway,	1,382,410	3,721
Bellingham,	416,627	1,282
Mendon,	487,909	1,175
Blackstone,	1,401,475	5,421
	\$4,663,080	13,386

TOWNS TRIBUTARY TO THE CONNECTICUT WESTERN AND NEW HAVEN
& NORTHAMPTON RAILROADS.

NAME OF TOWN.	Valuation.	Population.
Southwick,	\$463,217	1,100
Granville,	328,300	1,294
Tolland,	201,541	509
Sandisfield,	375,066	1,482
New Marlborough,	550,082	1,855
Sheffield,	886,130	2,535
Mt. Washington,	77,905	256
	\$2,882,241	9,031

TOWNS ON LINE OF AND TRIBUTARY TO THE BOSTON & ALBANY
RAILROAD, WEST OF THE CONNECTICUT RIVER.

Agawam,	\$909,400	2,001
West Springfield,	2,300,334	2,609
Russell,	316,750	639
Montgomery,	115,297	319
Blandford,	296,270	1,028
Huntington,	373,240	1,156
Chester,	435,191	1,254
Otis,	337,895	960
Becket,	299,648	1,347
Middleford,	216,470	728
Peru,	133,383	494
Hinsdale,	587,071	1,696
Dalton,	732,945	1,252
Cheshire,	656,335	1,758
Adams,	4,353,525	12,092
Richmond,	509,740	1,091
Hancock,	345,890	882
Lanesborough,	608,260	1,413
Pittsfield,	5,620,707	11,113
Washington,	226,980	694
Stockbridge,	1,372,640	2,003
Lenox,	952,715	1,966
West Stockbridge,	683,162	1,924
Lee,	1,266,638	3,866
Tyringham,	290,150	557
Monterey,	195,111	653
Great Barrington,	2,281,185	4,327
Egremont,	360,599	931
Alford,	192,087	430
	\$26,969,618	61,183

SUMMARY—Valuation and Population of Towns and Cities on line of and tributary to the Fitchburg, Massachusetts Central and Boston & Albany Railroads to the Connecticut River.

RAILROADS.	Valuation on line.	Valuation tributary.	Total.	Population on line.	Population tributary.	Total.
Fitchburg,	\$43,755,619	\$19,141,362	\$62,896,981	56,065	29,618	85,683
Massachusetts Central,	27,234,153	145,728,931	172,963,084	44,482	150,348	194,830
Boston & Albany,	119,249,709	35,197,669	154,447,378	118,057	67,779	185,836

Valuation and Population of Towns and Cities west of the Connecticut River and on line of the Woonsocket Division of the New York & New England Railroad within the State of Massachusetts.

RAILROADS.	By Williamsburg Valley.	By Troy & Greenfield Railroad.	Total.	By Williamsburg Valley.	By Troy & Greenfield Railroad.	Total.
1. Fitchburg,	—	—	\$10,346,433	—	—	31,114
2. Massachusetts Central,	\$17,072,272	\$4,969,422	22,041,694	39,428	15,397	54,825
3. Woonsocket Division,	—	—	4,663,080	—	—	13,386
4. Towns tributary to the Conn. Western and New Haven & Northampton,	—	—	2,882,241	—	—	9,031
5. Boston & Albany,	—	—	26,969,618	—	—	61,183

It will be observed that many cities and towns are recited in two lists, as they may be served by either route.

All of which is respectfully submitted,

H. F. KEITH,

Engineer Boston and North-Western R. R.



**Boston & Northwestern Railroad
AND CONNECTIONS.**

EXPLANATION.

- BOSTON & NORTHWESTERN R.R.
- MASSACHUSETTS CENTRAL R.R.
- PRINCIPAL CONNECTIONS
- PROPOSED NEW RAILROADS

**MAP
OF THE
RAILROADS**

OF THE
State of Massachusetts.
ACCOMPANYING THE REPORT OF THE
RAILROAD COMMISSIONERS.

1874.

SCALE, SIX MILES TO THE INCH.
PUBLISHED AND PRINTED BY
RAND, AVERY & CO., BOSTON.

(Dec., 1888, 20,000)

BOSTON PUBLIC LIBRARY.

One volume allowed at a time, and obtained only by card; to be kept 14 days (or seven days in the case of fiction and juvenile books published within one year) without fine; not to be renewed; to be reclaimed by messenger after 21 days, who will collect 20 cents besides fine of 2 cents a day, including Sundays and holidays; not to be lent out of the borrower's household, and not to be transferred; to be returned at this Hall.

Borrowers finding this book mutilated or unwarrantably defaced, are expected to report it; and also any undue delay in the delivery of books.

**No claim can be established because of the failure of any notice, to or from the Library, through the mail.

The record below must not be made or altered by borrower.

